



Post driver and auger mount on front of converted combine. "I have a great view of the post driver and auger in front of me," says Lieshmann.

"PUTS UP FENCE FAST"

Old Case Combine Makes Great Post Driver

"I wanted a way to put up fence fast. I got the idea of building a self-propelled post driver and post hole auger out of an old Case 1010 combine," says Mike Lieshmann, Forest Grove, Mont.

Lieshmann stripped the combine down to the frame, discarding all grain cleaning components and moving the 160 hp, 6-cyl. gas engine down into the frame. He used 10-in. wide, 3/8-in. thick steel plate to build a "quick tach" post driver which attaches to the feederhouse mounting brackets. The driver is equipped with a 780-lb. hammer. He had a local machine shop build a 2 1/2-in. dia., 60-in. long hydraulic cylinder that drives the hammer up or down.

The post hole auger mounts on the other side of the driver and is operated by a hydraulic motor controlled by valves from the driver's seat. The auger is attached to one end of a steel pipe that's raised or lowered by the same cylinders that raised or lowered the feederhouse. Lieshmann remounted the cylinders on the combine frame so that one cylinder raises the pipe and the other lowers it. The cylinders are powered by a 21 gpm hydraulic pump that's belt-driven off the engine crankshaft.

"It's built tough and is easy to maneuver which allows me to work fast," says Lieshmann. "I use it on my ranch and also to do some custom fencing. It takes less than two seconds to drive a steel post into the ground. One time I put in five miles of 4-barbed wire fence in only twelve days and that was in rough country. One advantage is

that I have a great view of the post driver and auger in front of me. Also, I can maneuver in or out of corners with ease. Turning the steering axle 2 ft. in one direction moves the front end the opposite way only about five or six inches so I can easily place the auger or driver exactly where I need them.

"If I want I can remove the auger and replace it with a hydraulic-operated jack hammer that drives steel posts even faster than the driver. One problem is that the jack hammer bit keeps breaking and I can't find a bit that will stay in the hammer.

"The post driver is built tough and has so much power I can drive a railroad tie into the ground without even sharpening the bottom end. The post driver cylinder is designed to handle up to 1,400 lbs so I can add 400 lbs. of additional weight to the hammer and the cylinder will still handle it. Even the biggest commercial post drivers have only 700 lbs. of driving power. Valves on the driver let me operate it from the ground.

"I already had the combine. I bought the post hole auger new and also bought a new hydraulic pump, the post driver cylinder, and valves. Not counting the cost of the auger, I spent less than \$1,800 for the entire machine. Shaver makes a loader-mounted post driver that sells for about \$3,000 and isn't nearly as versatile as my rig."

Lieshmann uses a dolly trailer to haul the rig on the highway.

Contact: FARM SHOW Followup, Mike Lieshmann, HCR 488, Forest Grove, Mont. 59441 (ph 406 538-4088).

Post hole auger mounts next to the driver and is operated by a hydraulic motor controlled by valves from the driver's seat. The auger is attached to one end of a steel pipe that's raised or lowered by the same cylinders that raise and lower the feederhouse. Cylinders are remounted on the combine frame so that one cylinder raises the pipe and the other lowers it. Lieshman once put in five miles of 4-barbed wire fence in only 12 days in rough country with the rig, thanks in part to the design, which positions the post driver and auger in front of him and provides a great view of working parts.



The entire bed of the pickup lowers flush to the ground for easy loading and unloading. The rear axle is replaced with independently suspended rear wheels.

PICKUP OF THE FUTURE

"Powerbed" Pickup Now On Market

Two issues ago, we told you about a drop-bed pickup from Australia that lowers flat to the ground for loading (Vol. 21, No. 3).

Now, a North American company is bringing the drop-bed concept to U.S. and Canadian farmers using Dodge Ram 3/4-ton 4-WD pickups.

Ergo Truck Conversion Corp. of Windsor, Ontario, says farmers love the way the entire bed of the pickup lowers flush to the ground for easy loading and unloading of any cargo, including livestock.

The "Powerbed" completely replaces the box from the cab on back. It consists of a U-shaped channel iron frame with a lift platform in between that's raised and lowered by two hydraulic cylinders connected to steel aircraft cable. Fiberglass fenders match the rest of the pickup.

The cargo box measures 50 by 97 in. The tailgate serves as a bumper and loading ramp.

Electronic controls include an audible/visual warning when the bed is in motion.

The rear axle is replaced with independently suspended rear wheels. A trailing arm system of Ergo's design transfers 50 percent of the weight of the loaded cargo box to the

front. The front wheel drive has plenty of power to run the truck, the company says. The conversion requires replacing standard front U-joints with CV joints which helps eliminate the "wheel hop" which is sometimes associated with 4-WD pickups and wear on front end and transfer case, the company says. Wheel hp can result in increased wear on front end and transfer case, the company notes.

The system is fully warranted for three years or 36,000 miles. Ergo covers repairs to any items voided by the manufacturer.

The "Powerbed" is sold and serviced through participating dealers. Conversion at Ergo takes about a day.

It's currently available for only 1997 and some 1996 3/4-ton Dodge Ram pickups. The conversion will be available next spring for Chevy and next winter for Ford 3/4-ton pickups as well.

Conversion costs \$12,600.

Contact: FARM SHOW Followup, Ergo Truck Conversion Corp., 3005 Deziel Drive, Windsor, Ontario, Canada N8W 5A5 (ph 888 729-3746 or 519 945-8010; fax 2650; www.sayergo.com).

ALSO WORKS AT NIGHT ON PEST ANIMALS

Electronic "Scarecrow" Chases Birds With Strobes

A new-style bird scarer from Britain uses strobe lights to scare pest birds away.

The electronically controlled strobes can be seen for half a mile, even on overcast days, and are particularly effective anywhere background noise such as traffic is a problem for audio scarers. They've been used successfully to keep pest birds away from fields up to 10 acres. At night, the strobes scare off rabbits, foxes and other pest animals, the manufacturer says.

What makes the strobes effective is that they're programmed to continually change their pattern of lighting, so pest animals and birds don't get used to them. One moment, they're in a chase pattern and the next they're simply rotating clockwise, etc.

Works for months on any 12-volt car bat-

tery, the company says.

The pyramid-shaped unit is approximately 10 in. sq. and weighs a little over 3 lbs.

Sells for about \$280 (U.S.).

Contact: FARM SHOW Followup, Martley Electronics, Top Barn Business Center, Holt Heath, Worcester, U.K. WR6 6NH (ph +44 1905 621313; fax 621333).



Strobes can be seen for half a mile.